

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3936.—VOL. CXLV.

SATURDAY, SEPTEMBER 26, 1914.

With Presentation Photogravure Plate of
Field-Marshal Lord Kitchener. **SIXPENCE.**

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ON BRITAIN'S ROLL OF HONOUR: THE RETURN FROM THE CHARGE.

FROM THE PAINTING BY R. CATON WOODVILLE.

THE PLAYHOUSES.

"FORGET-ME-NOT." AT THE LITTLE.

THRILLS are not so easily to be got out of "Forget-Me-Not" nowadays as they were a generation or so ago, when Genevieve Ward used to be so impressive in her display of fright as the cruel adventuress, Stephanie de Mohriavart. For one thing, audiences have grown too sophisticated to accept the notion that one woman can terrify another unless her victim is deplorably weak in character. It must be said that Miss Miriam Lewes is quite the best substitute that could be secured, and to the sincerity and promise of her performance due praise was given a little time ago, when she first essayed the rôle at the Coronet. Herman Merivale's piece has now been revived at the Little Theatre in aid of the War Refugees, and is to be seen in an expanded form, an extra act having been prefixed to it to explain and dramatise the wrong the adventuress is supposed to have inflicted on the grim Corsican of the story. Mr. Ben Webster is now the Englishman who brings about Stephanie's undoing; but, if he looks the diplomat, he seems hardly ruthless enough.

"SEVEN KEYS TO BALDPATE." AT THE APOLLO.

"Seven Keys to Baldpate" is capital fun which gives you all the excitement of melodrama, and lets you know in good time that it is "spoof." Mr. G. M. Cohan's piece starts with the idea of a novelist going to an isolated hotel at dead of night in winter weather, amid rumours of ghosts and suggestions of burglary, to win a bet that he will dash off a story in twenty-four hours so circumstanced. There is only one key to Baldpate, he is told, and it is passed on to him. But soon there prove to be half-a-dozen others, which let in on him women, "crooks," police, and all the paraphernalia of stage-crime, till, hey presto! his friend comes in to tell the bewildered novelist that all these visitors are actors merely. To watch that imperturbable comedian, Mr. Charles Hawtrey, with typewriter before him and revolver at hand, facing what looks like a realised nightmare, is to get the very keenest enjoyment.

"THOSE WHO SIT IN JUDGMENT." AT THE ST. JAMES'S.

Perhaps it errs a little on the melodramatic side in details of its story, but it is a strong and interesting play which "Michael Orme," otherwise Mrs. J. T. Grein, offers us in "Those Who Sit in Judgment." We see here the wealthy vulgarian of Clapworth—among them an odious little cad of a solicitor named Mears; and the set stands out in the more piquant relief because over against them as foils are placed the solicitor's wife, whose unconscious superiority fills her husband with exasperation, and Trent, who has seen the world and dreamed visions and burns to realise them, and so brings, as it were, a draught of fresh air into this unhappy woman's life. Sir George Alexander, with a new caterer starting so well, with a part, that of Trent, after his own heart, with brilliant support from Miss Henrietta Watson as the impatient heroine, and Mr. Nigel Playfair, whose portrait of Mears is hit off to the finger-tips, ought to be able to count on a successful season.

OUR SUPPLEMENT.

WE present to our readers this week as a special supplement to *The Illustrated London News* a photograph of Angelo's portrait of Field-Marshal Earl Kitchener, in whose hands as War Minister are the military destinies of the British Empire at this supreme moment of its history. Matchless in ability as an organiser as Lord Kitchener has proved himself on all occasions, in the Sudan, in India, in South Africa, no more able soldier, it may safely be claimed, is taking part in this war either on the side of the Allies or on the enemy's side. How complete is the confidence of the entire British Empire in Lord Kitchener, personally at the head of the War Office, has been unmistakably shown by the marvellous response on every side alike in Great Britain and in India and the Dominions overseas to his call to arms.

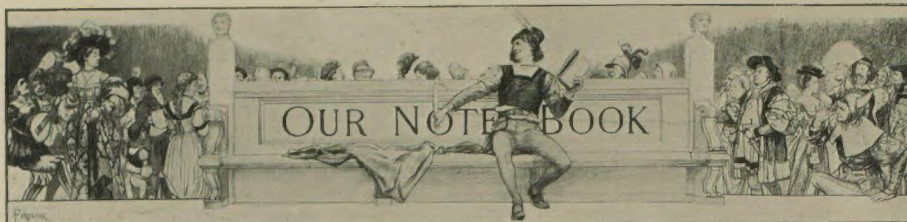
PARLIAMENT.

THE most exciting and important Session in, at any rate, our modern records closed on Sept. 18 with a series of remarkable incidents. At the royal assent, given by Commission, to the first Statute passed into law under the Parliament Act—the Government of Ireland Act—Liberal members and Nationalists at the bar and in the galleries of the House of Lords raised a grave, triumphant cheer, and this was repeated in honour of the Welsh Church Act, both of these measures being placed on the Statute-Book without the assent of the Peers and against the protest of Unionists. The King's Speech, entirely a war speech, was read by the Lord Chancellor, and a deep impression was produced by the royal declaration: "We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved." After the speech had been recited in the House of Commons by the Deputy-Speaker, on the return of members to their own place, they sang—on the suggestion of Mr. Will Crooks—"God Save the King." Reporters and strangers stood and joined in the extraordinary demonstration of patriotic feeling. Subsequently a member in the Radical quarter exclaimed "God save Ireland!" Whereupon Mr. John Redmond, as he left his seat, rejoined very earnestly, "And God save England, too." Parliament was provisionally prorogued to the 27th of October.

WAR, POLICE, & SPECIAL CONSTABLES' DOGS

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BY G. K. CHESTERTON.

THE reported decision of Mr. Woodrow Wilson to abandon for the present his idea of suggesting a European peace is as clear-headed and creditable as was the idea in itself. Mr. Wilson, like M. Poincaré, belongs to the small group of honestly strong men who think before they act, for thinking is the hardest work in the world, and the most repugnant to our nature. Therefore the lazier sort of politician takes refuge in activity. The Superman, the Man of Action, acts before he thinks: he has to do his thinking afterwards. It is very typical of the North Germans that they have turned "Hamlet" from a play into a puzzle, and make it merely mean that thought impedes action. Yet there is quite as good thought as Hamlet's, I will not say in Macbeth or Hotspur, but in Falstaff and Bottom the Weaver. Hamlet failed to act not because he thought, but because he thought in a particular way that does destroy the intellectual bases of action. In short, Hamlet failed to act because he had been taught to think at a German university. For him there was nothing save to be Hamlet or else Fortinbras—a mere Force. But both the Frenchman and the American have generally escaped, though by very different avenues, this false and confusing alternative. And by thus really thinking before action and towards action, their action is generally not only more discerning, but actually more decisive.

A good instance can be found in the swiftness with which the American Presidency seems to have discovered the impossibility of such plausible offers in this particular case. First, quite apart from who is right or wrong in the war, there are elements in Europe which the American citizen is happy enough not to have experienced, but which the American citizen is almost certainly shrewd enough to see. There were very many during the North and South War who wanted England, and Europe perhaps, to intervene in America. At that time our sympathies would have been entirely with the South: nor am I, to-day, without any sympathy with those sympathies. Yet I think we are most of us glad, and (so far as one may dogmatise of another nation) I think most Americans are glad, that the real claims of Robert Lee or the real claims of Abraham Lincoln were not settled either at a town like Hatfield or a town like Huddersfield.

The English aristocrat was not fit to comprehend the Virginian aristocrat, even when he made him out much more aristocratic than he was. The man in Birmingham could not really estimate the man in Boston—even when he over-estimated him: But all this is an understatement of the comparison. The most chivalric champion of States Rights never really felt that Massachusetts or Old Virginia was a sovereign nation in the sense of France or Russia: Bull Run could not leave so deep a cleavage as Jena, nor Gettysburg as Sedan. To put the point in its most practical form, I do not believe there was one poor, gallant, ragged "Reb" or "Yank" in those soul-stirring democratic armies who did not know he was an American. But I have passed my life among hundreds of highly educated Englishmen who did not know they were Europeans. They know it now.

Touching the actual challenge shock of battle, there is nothing to be said but what I said previously in this place: There is no need to answer the German case, for there is no German case. Even if it were true that our defence of Belgium was based on our own interests, it leaves the moral advantage, at the very least, on our side rather than the German. For surely it cannot be more wicked to keep your word for selfish reasons than it is to break your word for selfish reasons. Mr. Asquith, I imagine, has never regarded himself as a saint because he did not invade Belgium. But he might still have regarded himself as a scoundrel if he had. All the commonest contracts of law and commerce are of interests: but in the coarsest bargain of cash and goods it is thought good to deliver the goods, and bad merely to secure what Prussian diplomatists would call "the needful." Upon the pure point of logic, therefore, I cannot see, and have never even begun to see, that England keeping her promise can be worse than Germany breaking her promise, even if it were true that Germany acted from the high, sincere motive of

forcing all human beings to sit out a play by Sudermann, or that England acted from the low, crafty motive of protecting the English ports.

It is the same with the only other dispute in the history of the War that can be studied in the same dry and logical light: the ultimatum from Austria with which the whole matter began. It is impossible to read it and the incidents surrounding it without feeling certain that Austria made and meant to make aggressive war. She was in the position of that most sinister sort of bully who may be disappointed by getting what he wants. Nay, in a sense Austria is surety for the fairness of the Serbian resistance, for Austria actually had to formulate a set of claims that no nation could fairly accept. She had to compose a work of art in the intolerable, a torture-engine of insult: and there would have been still less excuse for Austria making such a claim if there had been any excuse for Serbia submitting to it. As it was, Austria was merely making war on a peaceable neighbour, a comparatively virtuous act: if she had really expected to keep the peace on such terms, she would have been lower than the kidnapper of children or the usurer of the slums. There cannot, therefore, be the least logical doubt that Austria provoked and precipitated war; and all discussions about the moral wildness of the Serbians or the moral pathos of the Hapsburgs are irrelevant to that fact. If the Serbian King had killed the Archduke with his own hand, Serbia could not be more certainly responsible for shedding the blood of a man than Austria is for shedding the blood of a continent. She may have been tempted and used by Prussia; but I am speaking of who is right or wrong in the cold sense of the answer to a sum or the signature to a document, and in that sense the case of Serbia, like the case of Belgium, is simply unanswerable. Call England a huckster, a hypocrite, a naval monopolist, a Colonial filibuster, a haughtier Venice and a baser Carthage; and the fact remains that England was for keeping the treaty and Germany was for breaking it. Call Serbia a desperado, a savage, a plotter, a murderer from the beginning; and the fact remains that Serbia was for keeping the peace and Austria was for breaking it.

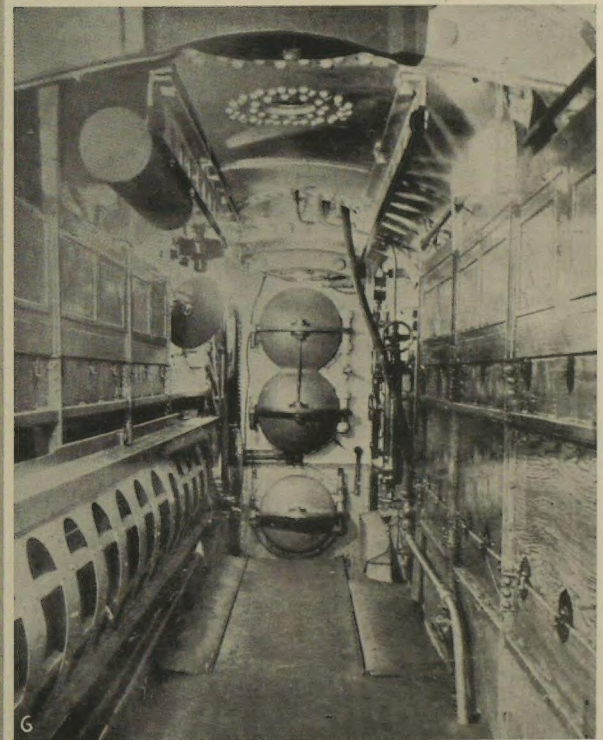
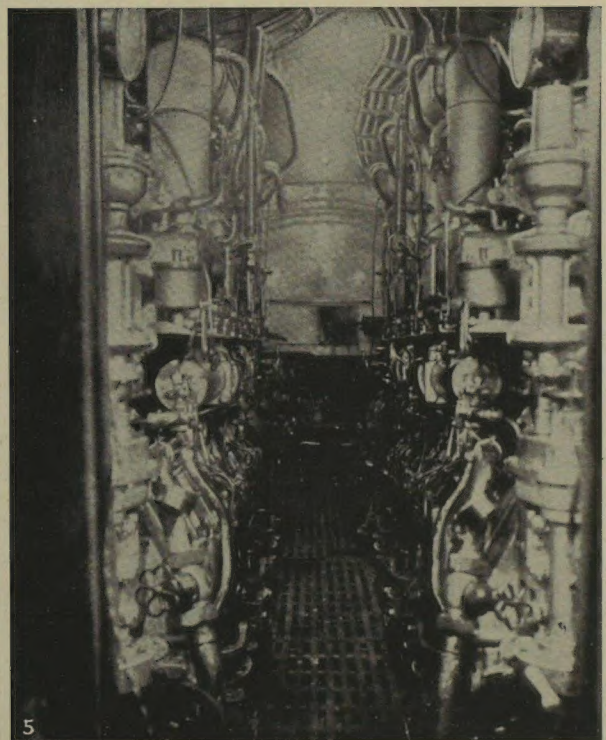
These, the mere facts, would prevent any rally to the cause of the Germans; but when we come to the subtler thing called the cause of Peace we find ourselves in sight of the high-minded error that the neutral countries appear to have considered and avoided. It might plausibly be said, "Granted that Great Britain and Serbia were right to fight, surely they would be glad if they could respectably leave off fighting." It is here that we must realise that difference between the historic divisions of Europe and the local varieties of America of which I spoke at the beginning. The Pacifists often tell Europeans that they should try to imagine a United States of Europe. I should like to tell Americans that they must try to imagine a Disunited States of America. Suppose Virginia had separated from America as thoroughly as America did from England. Suppose California were not only different, but as different as Spain. Suppose Utah were not only as eccentric, but actually as independent as Turkey. It is then that we come back on the real dangers of the European tradition; and the most dangerous things about it, I need hardly say, are its virtues—or, if you will, its ideals.

For here is the heroic paradox of the thing. England has her interests, as Serbia has her faults; but to suppose that these are the springs of action would be exactly to miss the main fact of the European situation. This is a war of the peoples, and is much too intellectual for diplomatists to understand. The truth is—that mankind resents insult much more than injury. And the Thing we are fighting has succeeded in insulting all that is best in each of us. This should be noted, for it is spiritually very important. What Prussia affronted in Serbia was not the Balkan intrigue, but the just national self-respect. What she affronted in Russia was not the arbitrary police traditions, but the real religion and the real call of the blood. And what she has insulted in us is not the guttersnipe glory of Mafeking Night, but all that remains of that mercantile probity which can alone save a nation of shop-keepers from becoming a nation of shop-lifters.

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THE GERMAN SUBMARINE ACTION AGAINST THE ROYAL NAVY.

TWO PHOTOGRAPHS BY SYMONDS; ONE BY WEST.



1. TORPEDOED AND SUNK BY GERMAN SUBMARINES IN THE NORTH SEA: H.M. ARMoured-CRUISER "ABOUKIR."

2. RUMoured TO HAVE SUNK TWO GERMAN SUBMARINES BEFORE BEING TORPEDOED AND SUNK: H.M. ARMoured-CRUISER "CRESSY."

3. CAPTAIN WILMOT S. NICHOLSON, OF THE "HOGUE."

4. A UNIT OF THE FORCE WHICH TORPEDOED AND SANK THE SISTER-SHIPS "ABOUKIR," "HOGUE," AND "CRESSY": A GERMAN SUBMARINE IN KIEL HARBOUR.

5. INSIDE A GERMAN SUBMARINE: THE MOTOR-ROOM.

6. INSIDE A GERMAN SUBMARINE: THE TORPEDO-ROOM.

On the evening of Tuesday, September 22, the Admiralty issued the following statement: "H.M. Ships 'Aboukir' (Captain John E. Drummond), 'Hogue' (Captain Wilmot S. Nicholson), and 'Cressy' (Captain Robert W. Johnson) have been sunk by submarines in the North Sea. The 'Aboukir' was torpedoed, and whilst the 'Hogue' and the 'Cressy' had closed and were standing by to save the crew, they were also torpedoed. A considerable number were saved by H.M.S. 'Lowestoft' (Captain Theobald W. B. Kennedy), and by a division of destroyers, trawlers, and boats." The unfortunate

occurrence took place, it would seem, early in the morning, and five or six German submarines are believed to have attacked. Of these, it is rumoured, two were sunk by the "Cressy" before that ship was torpedoed. The "Aboukir," "Hogue" and "Cressy" were sister ships, armoured-cruisers of an early type, built from fourteen to sixteen years ago, each of 12,000 tons and 18 knots speed, with a crew of 700, and mounting two 9·2-inch and twelve 6-inch guns. As an off-set, it must be remembered that so far the balance of naval losses in the war is against Germany.

DEAD ON THE FIELD OF HONOUR: BRITONS WHO HAVE GIVEN THEIR LIVES FOR THE FREEDOM OF EUROPE.

PHOTOGRAPHS BY VANDYK, LAFAYETTE, GALE AND POLDEN, BASSANO, BARNETT, SWAINE, DENNIS MOSS, CENTRAL NEWS, ELLIOTT AND

FRY, MAULL AND FOX, RUSSELL AND SONS, J. TUCKER, SPEAIGHT, NEWS PICTURES, FOULSHAM AND BANFIELD, ROBINSON, AND HEATH.



CAPTAIN H. H. BERNERS,
IRISH GUARDS.



CAPT. LORD ARTHUR V. HAY,
IRISH GUARDS.



CAPTAIN LORD GUERNSEY,
IRISH GUARDS.



CAPTAIN LEONARD SLATER,
ROYAL SUSSEX REGIMENT.



CAPTAIN A. B. PRIESTLEY,
DORSETSHIRE REGIMENT.



LIEUT. R. H. BOND,
KING'S ROYAL RIFLES.



LIEUT.-COL. E. H. MONTRESOR,
ROYAL SUSSEX REGIMENT.



LT. J. R. PICKERSGILL-CUNLIFFE,
GRENADEER GUARDS.



CAPTAIN MARK HAGGARD,
WELSH REGIMENT.



LIEUT. LIONEL F. H. MUNDY,
ROYAL HORSE ARTILLERY.



LIEUT.-COL. L. ST. G. LE MARCHANT,
EAST LANCASHIRE REGIMENT.



BRIG.-GEN. N. D. FINDLAY,
ROYAL ARTILLERY.



LIEUT. JOHN BLOOMFIELD GOUGH,
ROYAL HORSE ARTILLERY.



LIEUT. FREDERIC DE VERE BRUCE
ALLFREY, 9TH LANCERS.



LIEUT. R. K. SWANWICK,
GLOUCESTERSHIRE REGIMENT.



CAPTAIN R. E. DRAKE,
LINCOLNSHIRE REGIMENT.



2ND LT. G. S. R. THOMPSON,
KING'S ROYAL RIFLES.



CAPT. G. WYNTER BLATHWAYT,
ROYAL FIELD ARTILLERY.



MAJOR J. H. W. JOHNSTONE,
ROYAL FIELD ARTILLERY.



COL. SIR E. R. BRADFORD, BT.,
SEAFORTH HIGHLANDERS.



CAPTAIN J. B. JENKINSON,
RIFLE BRIGADE.



CAPTAIN A. M. HEWAT,
ROYAL SCOTS.



LIEUT.-COL. G. C. KNIGHT,
LOYAL N. LANCASHIRE REGT.



LIEUT. C. S. STEELE-PERKINS,
ROYAL LANCASTER REGT.



CAPTAIN A. E. CATHCART,
KING'S ROYAL RIFLES.



CAPTAIN D. K. L. LUCAS-TOOTH,
6TH LANCERS.



CAPTAIN C. O. DENMAN-JUBB,
DUKE OF WELLINGTON'S REGT.



2ND LT. E. J. V. C. THOMPSON,
ROYAL WELSH FUSILIERS.



LIEUT. VOLTELIN HEATH,
ROYAL HORSE GUARDS.



LIEUT. D. C. BINGHAM,
COLDSTREAM GUARDS.



MAJOR H. F. F. B. FOLJAMBE,
KING'S ROYAL RIFLES.



LIEUT. PERCY LYULPH WYNDHAM,
COLDSTREAM GUARDS.



2ND LT. G. W. POLSON,
THE BLACK WATCH.



CAPTAIN BERTRAND STEWART,
WEST KENT YEOMANRY (I.F.).



LIEUT. R. L. Q. HENRIQUES,
ROYAL WEST SURREY REGT.



VINCENT JOHN DAWSON ASCOTT
(PLANTER).



LT. THE HON. L. F. SCARLETT,
OF SUBMARINE "A.E.1."



LIEUT. DOUGAL C. C. SEWELL,
ROYAL WEST KENT REGT.



COLONEL F. R. F. BOILEAU,
ROYAL ENGINEERS.

The enemy is taking a heavy toll of our brave men. If space permitted, we would like to make some reference to each of our portraits, but we are only able to refer to a few. Captain Lord Arthur Hay, brother of the Marquess of Tweeddale, came of a fighting stock, his grandfather having been one of the Aides-de-Camp to the "Iron Duke," after whom Lord Arthur was named. Captain Lord Guernsey was A.D.C. to the Governor of Gibraltar in 1905. Lord Guernsey was the eldest son of the eighth Earl of Aylesford. Lieutenant-Colonel E. H. Montresor served with distinction in the Sudan Expedition, 1884-5, and in the South African War. Captain Mark Haggard entered the Army in 1900 and was promoted to Captain the following year. He served in the South African War with the C.I.V. Lieutenant-Colonel Louis St. Gratien Le Marchant, D.S.O., was the son of the Rev. Robert Le Marchant, Rector of Little Reisington, Gloucestershire, and served with distinction with the Chitral Relief Force, and in South Africa. Brigadier-General Neil Douglas Findlay, C.B., served with much distinction in the South African War. Major J. H. W. Johnstone, who was killed in action on September 17, was a popular officer in the Royal Field Artillery. Lieutenant-Colonel Sir Evelyn Ridley Bradford

was second Baronet, and had served with distinction at the battles of Athara and Khartoum, and in South Africa. Lieutenant-Colonel G. C. Knight was doing good service with the Loyal North Lancashire Regiment at the time he was killed. Mr. Vincent John Dawson Ascott, killed in action at Karonga, Nyasaland, was a loyal young planter, son of Mr. and Mrs. W. Ascott, of Bideford, North Devon. Major H. F. F. B. Foljambe was a popular officer in the King's Royal Rifle Corps, 2nd Battalion. Mr. Percy Lyulph Wyndham was a son of the late Right Hon. George Wyndham, P.C., and the Countess Grosvenor, and married last year the Hon. Diana Lister, daughter of Lord Ribblesdale. Captain Bertrand Stewart had the unique experience of being arrested, for alleged espionage, in Germany, and was released before his term had expired. He was very popular in West Kent. Lieutenant the Hon. Leopold F. Scarlett was the youngest brother of Lord Abinger. Colonel Frank Ridley Farrer Boileau joined the Royal Engineers in 1887, and had served with distinction in India and in the South African War.

THE HOUGOMONT OF THE BATTLE OF THE MARNE: THE

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY FREDERIC

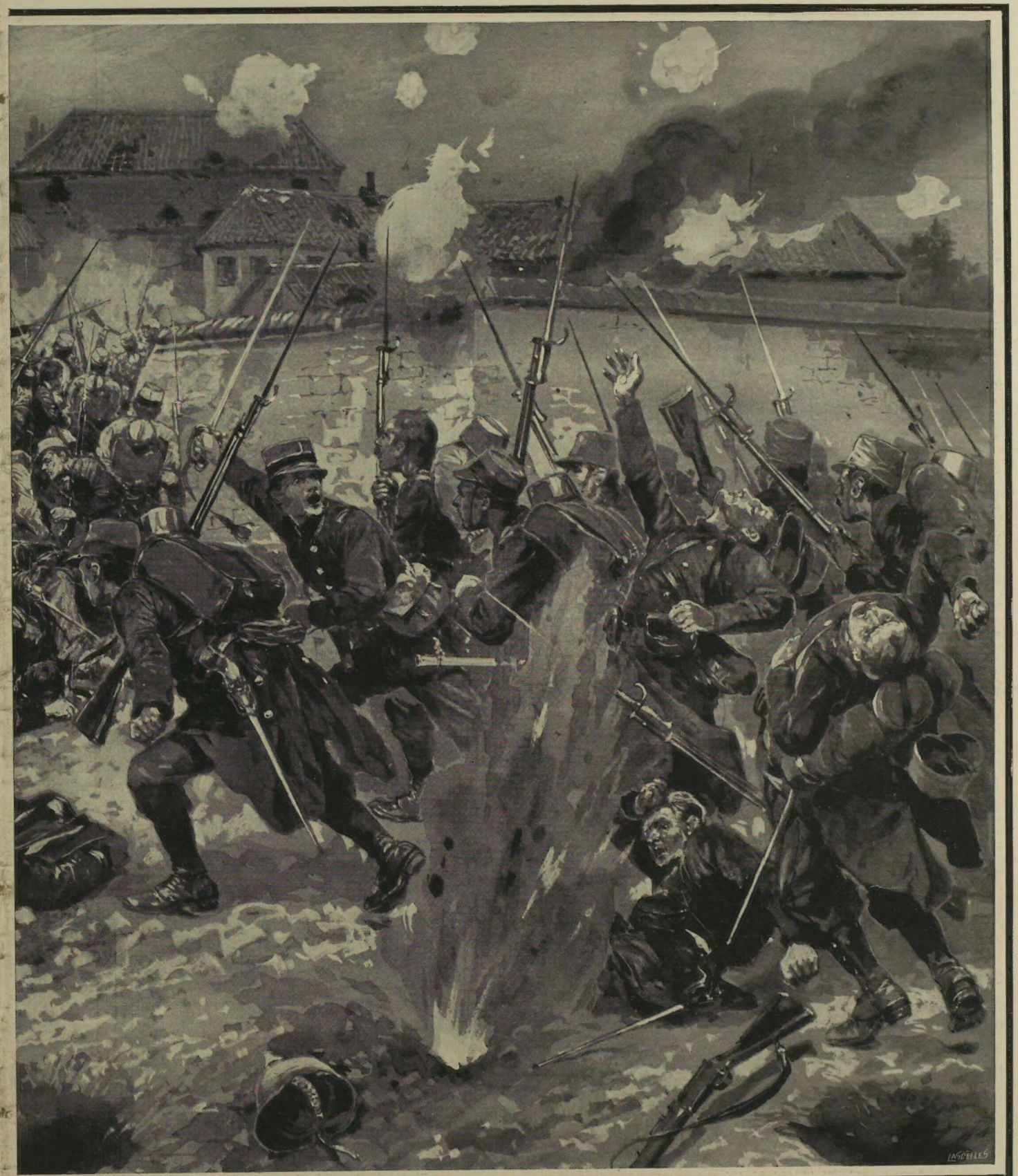


THE END OF A TERRIFIC ENCOUNTER BETWEEN FRENCH INFANTRY AND PRUSSIAN
FINALLY CARRIED

As mentioned under the other drawing of the same subject elsewhere in this Number, the beautiful old Château of Mondement, about four miles east of Sézanne, was the scene of some of the fiercest fighting in the Battle of the Marne. The French troops occupied it first, but were driven out by the Germans after a terrific assault in which the enemy lost very heavily. Soon, however, the French brought up some of their 75 guns, and their infantry rushed the breaches made in the walls, and entered the château by the windows. Once more the Germans returned to the attack, and succeeded in temporarily dislodging the French. Believing that the latter had been finally driven from the half-demolished château, the Germans proceeded to make themselves as comfortable as they could amid the ruins, and their officers sat down to a dinner. The revellers, however, were rudely disturbed just as

GREAT STRUGGLE FOR THE CHÂTEAU OF MONDEMENT.

VILLIERS, ONE OF OUR SPECIAL WAR ARTISTS AND CORRESPONDENTS.



GUARDS: THE CHÂTEAU OF MONDEMENT, WHICH CHANGED HANDS FOUR TIMES,
BY THE FRENCH.

they were beginning by another French assault, and beat a hasty retreat, leaving their meal uneaten. The French again carried the château by storm, and on this occasion—the fourth time it had changed hands—succeeded in permanently holding it. The regiments engaged were the 32nd of the French line and the 231st Territorials. They were opposed by the redoubtable Prussian Guards. The struggle for the château of Mondement recalls in some respects that for Hougomont at Waterloo. On his sketch Mr. Frederic Villiers notes: "The final assault by the French on the Château of Mondement. The flank attack through breaches in the wall. After capturing the place and losing it four times during the last day of the great battle, the French finally turned the enemy out, and the Germans commenced their retreat towards the south-east."—[Drawing Copyrighted in the United States and Canada.]

THE CAMERA IN ACTION: PHOTOGRAPHS FROM THE FRONT.



A BARGE THE ONLY LINE OF RETIREMENT.



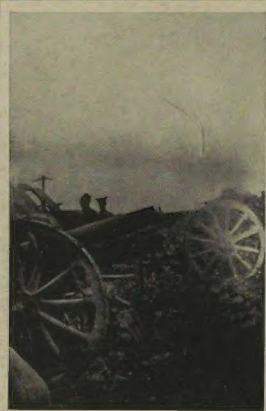
ABOUT TO HUNT GERMAN SNIPERS: FRENCH CUIRASSIERS AT LA FÈRE.



A BRITISH MACHINE-GUN AT THE CANAL FIGHT.



BRITISH TROOPS RETIRING FROM LE CATEAU.



HOWITZERS READY FOR ACTION NEAR CRÉPY.



SUGGESTING A BUTT FOR A GROUSE DRIVE! A GERMAN TRENCH AT THE VILLAGE OF ACY.



FOUND ON THE BATTLEFIELD OF MEAUX: GERMAN SHELLS IN A TRENCH SOUTH OF LA FÈRE.

These photographs are of remarkable interest as having been taken by members of the British forces at the front, in some cases at the actual commencement of an action. Photographs 1 and 4 relate to the same engagement. On the back of No. 1 is written: "The fight by the canal, Aug. 23, 1914. C Company had a position on the far bank of the canal, and their only line of retirement was by the barge here shown." On No. 4 the note is: "Machine-gun and detachment at the commencement of the fight along the canal on August 23, 1914. The taking of the photo. drew the fire of the Germans. The two machine-guns did great execution later on against the Germans,

who tried to line the railway embankment." It will be recalled that the battle near Mons was fought on August 23. The notes on the other photographs are as follows: (2) "The retirement after the battle of Le Cateau. It will be seen that most of the men have got rid of their packs." (3) "French Cuirassiers about to hunt German snipers here. Fère." (5) "The retirement. Howitzers preparing for action in a rear-guard fight near Crépy, September 1, 1914. The 14th Brigade covers the retirement of the 13th Brigade." (6) "German trench. Village of Acy." (7) "German ammunition, South of Fère—on the battlefield of Meaux."



HEAD OF THE BRITISH ARMY FOR THE GREATEST OF MODERN WARS: FIELD-MARSHAL LORD KITCHENER.

FROM THE PAINTING BY ANGELO. (PHOTOGRAPH BY NEWS. PICTURES.)

THE HAMMER WHICH BECAME THE ANVIL! THE GENERAL WHO "IGNORED."

AFTER A PHOTOGRAPH BY RECORD PRESS.



LEADER OF THE GERMAN RIGHT WING, WHICH MADE THE BRITISH ARMY ITS SPECIAL OBJECT OF ATTACK :

GENERAL VON KLUCK

The hammer would seem to have become the anvil in the case of General von Kluck. In command of the First German Army, on the extreme right of the invaders, it was he, from all accounts, who dealt the savagely reckless blows which failed to break the British lines at Mons and at Cambrai, as Sir John French stubbornly fell back, performing his allotted part in the great retirement, until behind the Marne. It was General von Kluck who then, imagining that for the time he had rendered the British Army *hors de combat*, daringly "ignored" them and tried to strike in between the British and the left of the French, and so break up the defenders' array. The audacious flank

march across the British front failed. The French Fifth Army held its ground, and with a tiger-spring the British leapt at the flank of Von Kluck's columns, driving them back, first across the Marne, and then in increasing confusion further back to the north-east, while the French Fifth Army, simultaneously taking the offensive, drove in the German front. The hammer Von Kluck wielded at Mons passed into General French's hand on September 7, and was wielded by the British General with smashing effect. The Germans were beaten back by the Allies until they reached the strong positions beyond the Aisne, where they entrenched themselves thoroughly, to make a stubborn stand.

BOTH AN AIR-FIGHT AND A LAND-FIGHT: A FLYING CORPS INCIDENT.

DRAWN BY JOHN BRYAN FROM A SKETCH BY W. F. BRADLEY.



SAVING THE MECHANIC AN AIRMAN HAD TO LEAVE BEHIND HIM: THE ESCAPING FRENCH AVIATOR AND THE MILITARY CAR ATTACHED TO HIM IN ACTION AGAINST GERMAN CAVALRY.

Our artist obtained the sketch from which this drawing was made, from Mr. W. F. Bradley, who was with the French Army at the time. He writes: "Captain Gérard, scouting for the French on a Caudron biplane, came to ground rather near the German advance posts, and German cavalry made an effort to surround him. His mechanic swung the propeller, and restarted the engine, but, in his hurry, got foul of the blade, which caught him in the stomach and disabled him for a while. Captain Gérard had to leave him on the ground. Happily, a military car, one of which, fitted with spare

propellers and an engine, is attached to every airman, was following closely, and the occupants made a dash for the mechanic who was 'left.' The biplane hovered over the scene, the pilot shooting with his pistol, and drew the fire of the Germans while the mechanic was taken on board the car under the cover of the fire of its occupants. Both aeroplane and car got safely out of danger, leaving a couple of dead German cavalymen on the scene of the skirmish." Both British and French flying men have done magnificent service.—[Drawing Copyrighted in the United States and Canada.]

A FIGHT FOR A CHATEAU: FRENCH AND GERMANS AT CLOSE QUARTERS.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY FREDERIC VILLIERS.



A STRATEGIC POSITION TAKEN AND RETAKEN FOUR TIMES: THE DESPERATE STRUGGLE FOR THE CHÂTEAU DE MONDEMENT DURING THE GREAT BATTLE OF THE MARNE.

"One of the most startling and dramatic incidents of the Battle of the Marne," writes Mr. Frederic Villiers on his sketch from which the above drawing was made, "was the capture of the position called Mondement, on which stands the château of that name. The château was captured by the Germans and recaptured by the French, and it changed hands in this way four times during the fighting on the last day before the German retreat, east by south, in the direction of the Argonne range. Every shell-hole and

bullet-mark has been faithfully portrayed by me." The château at Mondement, about four miles from Sézanne, had the misfortune to be a vitally important strategic position. First of all, the French occupied it, and were driven out by the Germans. Then French guns were turned on it, and French infantry rushed the place. Next, for a second time, the French were driven out, but they returned to the attack, and finally recovered the position.—Drawing Copyrighted in the United States and Canada.

"HAMMERED INTO RUBBISH"! THE CROWNING-PLACE OF FRENCH KINGS.



SHELLED AND DESTROYED BY THE GERMANS ALTHOUGH FLYING THE RED CROSS FLAG AND HOUSING GERMAN WOUNDED :
RHEIMS CATHEDRAL, THE WESTMINSTER ABBEY OF FRANCE.

The German "Official Order" to spare the Cathedral of Rheims "as much as possible," if actually given, was given too late. Whether or no the "Frankfurter Zeitung" of September 10 was inspired by a real desire to avoid the ruin of a great triumph of Gothic art when it wrote: "Let us respect the French cathedrals, particularly that of Rheims, one of the finest basilicas in the world," and "We shall regard with veneration these magnificent churches, and we shall respect them, as did our fathers in 1870,"

the fact remains that from Saturday, September 19, bombardment was carried on until the Cathedral was in ruins. Not all its architectural dignity, its noble legend as the crowning-place of Kings of France for centuries, nor the fact that it was flying the Red Cross and was being used as a hospital for wounded Germans, could stave off the bombardment, and this grand thirteenth-century edifice, in which Joan of Arc saw Charles VII. anointed, is to-day a mere shell or wraith of its glorious self.

BRINGING HOME THE WOUNDED: THE RED CROSS AT SEA BY NIGHT.

DRAWN BY FRANK H. MASON, R.B.A.



WITH HER RED CROSS BRIGHTLY LIT BY ELECTRIC LAMPS: A BRITISH HOSPITAL-SHIP BOUND FOR ENGLAND.

By day, the red Geneva cross, on a white patch, conspicuously painted on the side of all hospital-ships guarantees their immunity from hostile interference. At night, to render any mistake as to the character of the vessel impossible, the Red Cross distinguishing badge on the hospital-ship's side is brightly illuminated by means of electric lamps so rigged amidships as to cast downwards a strong light which is concentrated on the white patch

and red cross. Our illustration is from a sketch supplied by a correspondent who recently witnessed at the dead of night the hospital-ship seen here (which had been converted from a former passenger-vessel) steaming at full speed up Southampton Water with a freight of wounded on board for Netley Hospital. This sight, it seems superfluous to add, was as striking as it was significant.—[Drawing Copyrighted in the United States and Canada.]

THE PRICE OF THE WAR LORD'S AMBITION: GERMAN DEAD AFTER THE BATTLE OF THE MARNE.

AFTER A PHOTOGRAPH BY GENERAL FROST



THE HARVEST OF THE KAISER

We are not fighting the German people," declared Mr. Lloyd George in the impassioned Queen's Hall speech, on September 19, in which he branded the Prussian junker before the world as "the Road-Hog of Europe." "The German people are just as much under the heel of this Prussian military caste, and more so, thank God, than any other nation in Europe. It will be a day of rejoicing for the German peasant and artisan and trader when the military caste is broken." Fearful, indeed, is the price that Germany is paying for the War Lord's ambition. These dead, lying in a corner of a field near Lizy in the Marne district, were soldiers of a famous German regiment.

fine specimens of German manhood. Captured German officers all tell the same tale. "In the first battalion of the First Guards Regiment," said one, "not a single officer is left." Said another Prussian Guardsman: "My regiment started with ten officers, and only five are left. More than 2000 men are out of action. My regiment has been practically destroyed." Yet another officer spoke of battalions of the Guard having lost all their commissioned officers and being commanded now by "one-year volunteers youths of wealth or social position, or University students specially exempted as a privilege from the ordinary three years' term of service with the colours.

IN THE GRIM TRACK OF THE INVADERS: VANDALISM,

PHOTOGRAPHS BY G.P.U., NEWSPAPER ILLUSTRATIONS, C.N.,



EVIDENCE THAT THE GERMAN ARMY IS NOT INVINCIBLE: GERMAN GUNS CAPTURED NEAR LA FERTÉ-MACLOS.



ON THE GERMAN LINE OF RETREAT FROM THE MARNE: WAYSIDE HAVOC ON A FRENCH COUNTRY ROAD.



EXAMPLES OF THOROUGH GERMAN EQUIPMENT: LIMBER-WAGONS, WITH WICKER CASES FOR SHELLS, CAPTURED BY THE BRITISH.



WHERE THE GERMANS SHOT THE MAYOR AND WRECKED THE TOWN: DEVASTATION AT SENLIS.



THE SCENE OF A FIERCE ARTILLERY ENGAGEMENT AT THE CROSSING OF THE AISNE: A GERMAN SHELL BURSTING OVER SOISSONS.



A SIGN OF THE DESPERATE VALOUR OF THE FRENCH TROOPS: COLLECTING FRENCH RIFLES ON THE LINE OF THE GERMAN RETREAT.

DEVASTATION, AND SPOILS OF THE GERMAN RETREAT.

ILLUSTRATIONS BUREAU, FARRINGTON PHOTO. CO., AND CENTRAL PRESS.



WHERE NO FOOD BUT MANGOLD-WURZELS WAS FOUND: GERMAN TRENCHES AT VILLERS-COTTERÊTS ABANDONED IN THE RETREAT.



ABANDONED BY THE GERMANS IN THEIR PRECIPITATE RETREAT: A FIELD BAKERY CAPTURED BY THE ALLIES



HOW THE GERMAN VANDALS RESPECT THE HOUSE OF GOD: THE WRECKED INTERIOR OF A CHURCH AT MONS.



MARKS OF THE BRITISH PURSUIT OF THE RETREATING FOE: TREES MOWN DOWN IN A WOOD WHERE GERMANS HAD SOUGHT SHELTER.



A SIGN OF THE PRECIPITANCY OF THE GERMAN RETREAT: LIVE SHELLS AND THEIR WICKER CASES CAPTURED BY THE ALLIES.



IN A TOWN THAT SUFFERED HEAVILY FROM THE GERMAN GUNS: DEAD HORSES IN A WRECKED STREET AT SOISSONS.

Some of the photographs reproduced on this page afford striking evidence of the precipitancy with which the Germans retreated after the Battle of the Marne to the heights beyond the Aisne, leaving behind them war-material, provisions, and accoutrements—everything, in fact, being sacrificed to speed. It was essential to their safety to gain a strong position, such as they were able to reach beyond the Aisne. After crossing it they destroyed most of the bridges, and the pursuing Allies had to construct pontoons. Meantime, the Germans had placed heavy guns in position, and there was a fierce artillery engagement, especially in the neighbourhood of Soissons, at which place the Germans for a time held both sides of the river. The town itself suffered severely from the bombardment. The crossing of the Aisne was effected by the Allies under heavy fire on September 13. The town of Villers-Cotterêts—the birth-place, by the way, of Alexandre Dumas the elder—had been occupied by the Germans, and was evacuated on the 11th in such haste that they left behind much of the bread they had requisitioned. It is reported that they also destroyed and abandoned 7 guns, 15 motor-lorries, and ammunition-wagons. In some places, it is said, they threw into the

water ammunition they could not carry with them. In the fighting beyond the Aisne, it is reported that the British artillery did excellent work, as a result of which the wrecks of nine German guns were brought back from Soissons on the 18th. The British troops, it was said, drove the Germans back from that town. In some of the captured German trenches there were found no traces of any food in the shape of empty tins, and so on, but only a number of mangold-wurzels—evidence, apparently, that the German commissariat had again broken down. Along with the captured limber-wagons and abandoned shells were large numbers of wicker-work cases, or paniers, for carrying the shells. A "Times" correspondent has given an interesting description of these, pointing them out as an instance of the excellent equipment of the German Army. "They are in wicker," he writes, "most skilfully worked, and hold three shells in separate tubes, the shells fitting exactly, so that there is no movement. A lid of sheet-iron fastened down by leather straps keeps them in position, and there is a handle in fabric so that the basket may be easily carried." At Senlis, the Germans shot the Mayor, because German soldiers who killed a tobacconist had been fired on.

GERMANY'S SACRIFICE TO BELLONA: A HOLOCAUST OF THE SLAIN.

DRAWN BY A. C. MICHAEL FROM A SKETCH BY FREDERIC VILLIERS.



GERMANS BURNING THEIR DEAD AT ESTERNAY AFTER HAVING SATURATED THEM WITH PETROL AND PLACED THEM ACROSS LARGE LOGS: AN IMPROVISED FIELD CREMATORIUM—A GHASTLY NECESSITY OF THE WAR.

Mr. Frederic Villiers, from whose sketch this drawing was made, writes of the ghastly scene: "The Germans burnt their dead before their evacuation of Esternay. The bodies were collected and taken to a clearing near the saw-mills outside Esternay, piled on logs and saturated with petrol, and cremated. The Germans would not take the trouble to remove the engine seen in the picture, and it was damaged beyond repair

by the fire." Esternay, where this wholesale cremation took place, is a village near Sezanne, and only about nine miles from Paris. It formed one of the "pivots," in the military sense, of the great battle of the Marne, and suffered severely in the struggle. It was occupied by the Germans from Saturday, the 12th, to Monday, the 14th, and was shelled by French artillery during that time.—(Drawing Copyrighted in the United States and Canada.)

THREE MEN TO A HORSE: A COSSACK AND INFANTRY ADVANCE.

DRAWN BY FRÉDÉRIC DE HAENEN.



FORCED MARCHING IN ITS MOST CURIOUS FORM: COSSACKS ON THE WAY TO THE FIGHTING-LINE,
EACH WITH TWO INFANTRYMEN STANDING IN HIS STIRRUPS

Perhaps, of all the bodies of troops engaged in the war, not one appeals so strongly to the popular imagination as the Cossack. A picturesque, though dreaded, personality, his very name carries with it to many a sense of terror, as well as a suggestion of heroic courage, and it is not surprising that his alleged passage through England should have been the subject of the strangest rumours. The Cossacks, it need scarcely be said, are magnificent fighters. The Austrians know that to their cost. A telegram from Petrograd notes—undoubtedly with truth—that there is no comparison between the

Cossacks and the Austrian cavalry. With anything like reasonable odds, the former are said to be as immeasurably superior to the Austrians as are the British troops, individually, to the Germans. Certain of the Cossacks' methods are novel! Our illustration shows a case in point. Describing it, our artist writes: "On forced marches, each of their wiry little horses carries two infantrymen in addition to its legitimate rider, who foregoes the use of his stirrups, which afford the infantrymen their footing."—[Drawing Copyrighted in the United States and Canada.]

AFTER THE TURNING OF THE TIDE: SCENES AND INCIDENTS THAT FOLLOWED THE GERMAN "SWERVE" FROM PARIS.

PHOTOGRAPHS BY C.N., DECELLE, G.P.U.,

L.N.A., AND FARRINGTON PHOTO CO.



TAKEN BY THE BRITISH AT THE BATTLE OF THE MARNE: GERMAN PRISONERS ON THE WAY FOR SHIPMENT TO ENGLAND.



A SCENE OF HARD FIGHTING: A FORD OVER THE AISNE, NEAR COMPIÈGNE.



OF STRATEGICAL USE IN THE BATTLE OF THE AISNE: THE FORÊT DE L'AIGLE—FROM PIERREFONDS.



THE GERMAN 9TH CORPS IN BELGIUM: INFANTRY AND ARTILLERY MARCHING ON A HIGH ROAD.



A NOTEWORTHY LESSON IN HUMANITY: A FRENCH "BLACK" SOLDIER TENDING A WOUNDED GERMAN.



"DRINKING" WHICH SURPRISED THE FRENCH EVERYWHERE: A WOUNDED BRITISH SOLDIER RECEIVING HIS CUP OF TEA.



CAPTIVES OF THE "CONTEMPTIBLE" BRITISH ARMY: A THOUSAND GERMAN PRISONERS ON THEIR WAY FOR ENGLAND.



SHELLED BY THE FRENCH THEMSELVES, TO DISLODGE GERMAN SIGNALLERS: RUVES CHURCH WRECKED.



THE FRENCH SOLDIER IN HIS ELEMENT: INFANTRY GOING FORWARD TO DELIVER AN ATTACK.



A SIMPLE TRIBUTE OF RESPECT: THE WHO DIED



FUNERAL OF A WOUNDED FRENCH SOLDIER IN HOSPITAL.



AFTER THE TURN OF THE TIDE: A COMPANY OF FRENCH INFANTRY ADVANCING THROUGH AMIENS AFTER THE GERMAN RETREAT.

The photographs here given deal with incidents covering practically the whole of the seat of war in Northern France during the past ten days. Two photographs show German prisoners on the way to captivity in England. They were taken in hand-to-hand fight on the battlefield by what the Kaiser is stated to have insolently and ungratefully called the "contemptible" British Army. Of that Army until last month the Kaiser was a Field-Marshal, and as Colonel-in-Chief commanded one of the world's most famous cavalry regiments, to whose officers he used to send from time to time telegrams and messages full of honey-sweet compliments. One photograph shows infantry and artillery of the German 9th Corps, which was so roughly handled by General Leman before Liège. After fierce fighting with the Antwerp army, the 9th Corps is believed to have recently reinforced General von Kluck, and to have taken part in the ferocious

battles along the River Aisne. Two notable strategical points on and near the Aisne are also illustrated here. One is the neighbourhood of Compiègne, on the extreme right of the German line, where, on September 13, the Allies opened their attack and forced the Germans over the river, finally establishing themselves firmly on the north bank. A portion of the British Army was fiercely engaged near Compiègne. The other place which has been of great importance during the battle is the Forêt de l'Aigle. Its woods, together with the River Oise, which joins the Aisne close to Compiègne, afforded cover for the German flank. Another of our illustrations shows a typical scene that many a French village and small town has recently witnessed: our soldiers being given tea by some of the local people. Our British liking for tea is said to have caused outspoken surprise everywhere in Northern France, where tea is very little favoured.

MODERN NAVAL WARFARE: VII. ITS CONDUCT AND CHARACTER.

THE COMMAND OF THE SEA. BY A NAVAL EXPERT.

IN the great naval war which came to an end in 1814, just a century ago, the only weapon used was the gun. In several sizes and of varying power, this weapon was employed in different classes of war-ships. There was the battle-ship, carrying from fifty to a hundred guns, which was used in the line to fight the decisive actions. Its employment for decisive battles at sea was infrequent, sometimes years elapsing before such a battle was fought. Then there were frigates, which carried guns on one or two decks, and which were used both as attendants upon battle-ships in an action or for blockade, and also as the protectors or destroyers of commerce. There were, moreover, smaller vessels, from the sloop to the bomb-ketch, each with its special function, but all armed with the same kind of weapon.

Naval warfare in the old days was in its circumstances of a much simpler character than it is now. The nation which by its superior forces was able to exercise a predominance blockaded the enemy's line-of-battle in its ports. The principal fleets were occupied in this work while squadrons composed of various classes of vessels were used to destroy the enemy's commerce, to cut his communications by sea, and to capture his outlying possessions. A blockade was not necessarily undertaken to keep the enemy's fleet in port, though if this did happen the power of the latter was neutralised. The idea was that if the enemy should put to sea he should be immediately brought to action by a superior force of the stronger sea Power.

Such blockades were carried out by means of an inner line of frigates and lighter ships, with the main fleet either cruising at sea as an outer line or remaining at anchor in some convenient position from which it could quickly reach the enemy's fleet when its scouts brought news of the latter's movement. Further, in the case of these islands—in order, as Lord St. Vincent said, to quiet the fears of the old women of both sexes—there was, behind the line of vessels on the enemy's coast and the line of battle-ships supporting it, a third line composed of light, quick-moving craft, based upon our own harbours. This force was ready to deal with any privateers which might prey upon the coastwise commerce, or with small squadrons which might pass through the other lines and attempt raids on the coast for the purpose of destroying signal stations or even executing some larger enterprise.

The course which naval warfare took in general was primarily attacks upon the enemy's commerce and colonies. These operations led sometimes to battles by sea which were decisive in the particular theatre of war in which they were fought, but not necessarily decisive of the war. During the periods between these battles there were numerous duels between the commerce-defenders and commerce-protectors on either side. These were the frigate actions, which formed such striking and dramatic episodes in the annals of the old war, though they had not the impressiveness or importance of the great battles between fleets, upon the decisive character of which the larger issues depended. The object of the operations undertaken by the nation possessing the superior

fleet might be of many kinds, but the use of the fleet could only be directed to one object. It was its business to dispose of the armed naval forces of the enemy, and until these were accounted for its business was incompletely accomplished. It might be, however, that the fleet of the weaker naval Power stayed in its harbours and refused to come to sea. In that case, the unchallenged supremacy of the superior fleet was sufficient to exercise the same influence as if it had defeated its enemy. It was able, by taking control of the sea areas, to assert what is called command of the sea, to cut the communications of the enemy, to capture or destroy his commerce, and to exert pressure upon the daily life of his people the effect of which was far-reaching and might even be disastrous. So long as

invention of the torpedo and the general use of the mine have made the older methods of blockading impossible. No longer can the battle fleet remain in the vicinity of the blockaded ports or the enemy's coast-line, if it is protected by these means. It must be withdrawn at night to a distance sufficient to provide for its comparative security against the assault of torpedo-craft. To some extent, however, this necessity for remaining at a greater distance is counter-balanced by the introduction of other motive powers than the wind, not only enabling the movements of the ships to be made in any direction, but at a greater speed than was the case with the sailing vessels of an older generation. As already explained in a previous article, the use of the torpedo has also brought into being vessels of novel kinds for its employment, and the inner line of a blockading force is now largely composed of torpedo-craft, supported by light, speedy cruisers, armed with guns heavy enough to disable the torpedo-craft of the enemy.

Similarly, the third line of defence, that for the protection of coast towns, is now composed of torpedo-vessels, also supported by heavier ships. This line of defence is the more necessary at the present time as raids may be carried out by the Power weaker at sea. The fact that ships are no longer dependent upon the wind that their speed is greater, that facilities for the embarkation of men and material are increased, and that the carrying capacity of vessels is larger, has simplified such raiding operations. But the introduction of wireless, of torpedo-craft (including submarines), and of the mine has, on the other hand, increased the risks to which such adventures are liable. Moreover, even if temporarily successful,

they can have no material influence on the war, much less be converted into invasion in face of a stronger naval Power controlling the communication.

This control, whether achieved by the destruction of the enemy's naval forces or by containing them by such a blockade as has been described, may extend to all the oceans. Then, with their operations covered and secured by the main blockading fleet, the cruisers, which have replaced the frigates of an earlier day, will clear the seas of the commerce of the enemy, and assist in exerting that economic pressure which has such a deadly effect. Thus the naval factor is of paramount importance in a war between an insular Empire such as ours and a Continental one. Although it seldom by itself produces a decisive effect, it can and does enable the land forces to occupy territory and subdue the armies of the enemy. Both by reducing the resources of the latter, by preserving from molestation the transit of the soldiers to suitable points for their use,

and by ensuring their reinforcements and the safety of their communications, it is an indispensable factor to the successful employment of the armies and the victorious termination of the war.

The advantages which a naval Power thus derives from its superiority at sea will often widely affect the issues of the war, although no great naval battle may be fought.



THE FIRST BRITISH SUBMARINE TO DESTROY A GERMAN WAR-SHIP BY TORPEDOES: THE "E9," WHICH SANK THE "HELA."

The Admiralty authorised on the 17th the statement that "Submarine 'E9,' Lieutenant-Commander Max Kennedy Horton, has returned safely after having torpedoed a German cruiser, believed to be the 'Hela,' six miles south of Heligoland." The event took place on Sunday, the 13th. One torpedo, it is said, struck the cruiser's bow, and another struck her amidships, whereupon she burst into flames and went down within an hour. Most of her crew were saved by German merchantmen.

Photograph by F. A. Juler.

the communications were in the hands of the superior naval Power, all the oversea trade of the enemy ceased. His ships either became prizes or were forced to seek safety in neutral harbours. He could no longer import food or raw material for manufacture, nor could he export anything or obtain from outside sources money or supplies of any kind. Sooner or later, pressure exerted in this way tends to force the



SUNK OFF HELIGOLAND BY SUBMARINE "E9": THE GERMAN CRUISER "HELA"

Photograph by Gribb.

inferior fleet to sea, in order that it may relieve the situation. Thus a decisive battle may be brought about.

The fundamental principles of naval warfare remain the same, although the means by which it is waged alter. To-day the general features of war by sea have been immensely influenced by the introduction of other weapons than the gun. The

DESTRUCTION BY SIEGE-GUN AND PETROL: AT LIEGE AND TERMONDE.

PHOTOGRAPH NO. 1 BY NEWSPAPER ILLUSTRATIONS.



GERMANS EXAMINING THE EFFECTS OF THEIR BIG SIEGE-GUNS: AMONG THE RUINS OF FORT LONCIN AT LIÉGE, WHOSE "HEARTS" THE FRENCH HAVE CALLED THEIR FIRST RAMPARTS.



DELIBERATELY SET ON FIRE BY THE GERMANS BEFORE THEY EVACUATED THE TOWN: THE BURNT-OUT HÔTEL DE VILLE AT TERMONDE.



BELLS WHICH HAD SOUNDED IN TERMONDE FOR CENTURIES: DÉBRIS FROM THE COLLAPSE OF THE BELFREY OF THE HÔTEL DE VILLE.

Not content with the terrible destruction wrought during their first occupation of the Belgian town of Termonde, which they first entered on September 3, the Germans made a second visitation and completed the work of ruin by setting fire to the fine old Hôtel de Ville. It was their last act before they were driven out by the Belgians on the 19th. During the previous night, it is said, the Germans sang and danced amid the ruins of the town. The work of incendiarism at the Hôtel de Ville was done very systematically,

as usual, petroleum being first sprayed over the floors and walls. The building was completely burnt out, and the belfry collapsed, bringing to the ground the ancient bells which had for so many centuries rung out their notes to citizens of Termonde. The upper photograph shows the havoc wrought at Fort Loncin, one of the forts at Liège, by the great German siege-guns which finally broke down the defence after the first attack on the Liège forts had been beaten off.



THE GREAT WAR.

By CHARLES LOWE



PERHAPS the most outstanding event of the week—the one at least which most impressed the heart and mind of the whole civilised world—was the bombardment of Rheims, the Westminster, or coronation city, of France, and the partial destruction of its grand old Cathedral—one of the architectural glories of Christendom. Happily, the damage done to it is not quite so serious as the first accounts led us to suppose. But, even so, the historic fane has suffered irreparable scathe; and now, in addition to being a sublime relic of the Age of Faith, it will also stand, unless reduced to a cinder-heap, as a monument to the savage vandalism of the monarch whose name is already execrated with a bitterness never before felt towards any foe of civilisation and scourge of the human race.

William II.—who was even surnamed by his own subjects “der Zerschmetterter,” or the “Smasher,” before he had been a year on the throne—has compared himself to Attila, “Flagellum Dei,” or “Scourge of God.” But he can never now extend the comparison to Alexander the Great, who spared the house of the poet Pindar, near Thebes, even when he razed all the rest of the city to the ground. In one of his finest sonnets entitled, “When the Assault was intended to the City,” Milton thus appealed to the “captain, or colonel, or knight in arms” commanding the attack—

Lift not thy spear against the Muse's bower;
The great Emathian conqueror bid spare
The house of Pindarus, when temple and tower
Went to the ground; and the repeated air
Of sad Electra's poet had the power
To save the Athenian walls from ruin bare.

The “Muse's bower” at Rheims was the glorious cathedral there, with its sky-aspiring towers—targets too tempting to be resisted by the Kaiser's monster engines of war; and hurricanes of heavy shells came hurtling towards them, in spite of the fact—and this was the most savage part of the whole carnival of wanton destruction—that the Red Cross flag was flying over the lofty structure, which had positively been converted into a hospital for wounded Germans. This deed of vandalic sacrilege could only have been inspired by baffled war-rage and fury at the mere thought of the resistance that was being offered to the German plans by the recapture of Rheims, which is not only a rich source of supply, especially of the best wines in the world, but also a strategic point of immense value as a railway centre. “The idea of such a city refusing to surrender!” thought the Germans, in the words of the French poet—

*Cet animal est très méchant,
Quand on l'attaque, il se défend.*

It is true that Rheims is a fortified city—very much so, with its formidable ring of detached forts, like those of Paris; and when the Tsar paid his second visit to France, in 1902, he was treated, among other things, to the spectacle (which I myself was also there to see) of the storming of one of those forts by the greater part of 100,000 men. His Imperial Majesty witnessed the escalade from a parapet on which a pavilion had been erected, and he decorated the first soldier who reached his level—just as some wealthy man at Berlin has now made the sporting offer of £150 to the first German soldier to set his foot on the soil of England as an invader, though this generous patriot might well, I think, have multiplied his offer by a million without running an undue risk of bankruptcy.

Rheims, I repeat, is a very strongly fortified place, and is certainly liable to bombardment in the event of its deciding to resist, like the “wicked animal” above referred to; but the German artillerists write

themselves down as very rotten marksmen—very much worse than they have proved in the open field—if they cannot throw shells into a city like the capital of Champagne without hitting its cathedral. They certainly aimed much better in 1870 when besieging Strassburg—which also boasts of a cathedral almost as glorious as that of Rheims—for very little damage was done to the edifice, and the famous astronomical clock wasn't even touched. I believe that the no less famous storks which haunt the roof of the minster never even deserted their nests, but continued, as before, to fly down to the houses of the younger



A SCENE OF FIERCE CONFLICT BETWEEN FRENCHMEN AND GERMANS IN THE BATTLE OF THE MARNE: PART OF THE CHÂTEAU DE MONDEMENT, NEAR EPERNAVY.

Illustrations and particulars of the struggle at the Château de Mondement are given elsewhere in this Number. Much of the building was wrecked by gun-fire.

citizens with presents of babies. In Scotland—so children are led to believe—babies are found in cabbage “stocks,” while in Germany they are equally delivered by storks.

No; the German gunners took very good care not to damage the cathedral of Strassburg, since they already regarded it as part of their national property; but with Rheims it is different—as it also is in the case of the man who can be liberal with the money of another, into whose pocket he puts his hand. One

These tardy orders emanated from the Headquarters Staff at Luxembourg, where the “modern Attila” appears to be now residing quite safe from the Allied equivalents of the shells that have been raining death and destruction on the city of Rheims. In 1870 the headquarters of the grand old Kaiser—who was every inch a Christian gentleman, and told the French on entering their country that he had come to make war, not on them, but their Government and armies—were always in the immediate centre of every battlefield, and both at Gravelotte and Sedan he was in the thick of things. But it is otherwise with his histrionic grandson, who, from secure positions far in rear of the line of battle, contents himself with issuing orders to his troops to slay and spare not, and to conduct the war in such a way as that nothing shall be left to the Allies but eyes to weep over their losses.

Perhaps the best thing that could have happened to the Allies is to be opposed to an army commanded by such a War Lord as William II., for it is improbable that the German plans would have come to such grief had they been left in the hands of the General Staff, and all their muddling points to the intervention of a vain, self-willed meddler, as imperious as he is imperial, though in the latter respect the glory has already gone out of him. One thing certain is that the Kaiser and his Generals now entertain an idea of “French's contemptible little army” very different from that with which they began the war. The evidence on this head furnished by German prisoners—officers and men—is overwhelming. Writing to a friend in London, a British Vice-Consul in Belgium says: “A German General told me, enthusiastically, that he had never dreamt of such magnificent bravery as that displayed by the Middlesex Regiment [the old ‘Die-Hards’] in the fighting of Aug. 23 to 27. The accuracy of their firing was a revelation,” he said; “they hit here [tapping his forehead] every time. Their coolness was wonderful and their trench-work splendid.”

But after all this is only the German way of putting the case as stated by Sir John French himself in his Special Order of the Day, after four days of desperate fighting on the Aisne. “Once more,” he said, “I have to express my deep appreciation of the splendid behaviour of officers, non-commissioned officers, and men of the Army under my command throughout the great battle of the Aisne.”

Such are the fighting qualities which have enabled our “contemptible little army”—in conjunction with our gallant French Allies—to hold our own for the better part of a fortnight (and surely this is the longest spell of battle known to history) along the line of the Aisne and the Oise against greatly superior numbers. Though at the time of writing the issue of this colossal conflict is still uncertain, the scales of battle, on the whole, seem to be inclining in our favour; and they will do so with a thump should our Indian contingent of 70,000 men, which cannot now be far from our left flank, make its appearance in the field at the decisive moment and convert a strategic retirement into a disastrous rout.

The news from the North Sea, and even from the Bay of Bengal, has been less encouraging during the week. But the loss of three of our obsolescent cruisers from the torpedoed German submarines, and the sinking of half-a-dozen of our merchantmen in Indian waters, are but the inevitable incidents of naval warfare, and not determining events.

LONDON, SEPTEMBER 23.



CAPTURED BY WATER: A GERMAN GUN ABANDONED IN THE SWAMPS NEAR TERMONDE BEING SALVED BY BELGIAN SOLDIERS.

When the Germans were advancing towards Antwerp, the Belgians opened some of the dykes and flooded large tracts of country. This greatly impeded the enemy, who had to abandon a number of guns.—[Photo. Underwood and Underwood.]

of our most prominent public men, Sir J. Crichton Browne, has suggested “a halter for the Kaiser,” but I wonder what John Ruskin would have suggested, even when the Kaiser, fairly afrighted by his own handiwork, issued orders “to spare the cathedral as much as possible”—after all the barbarous damage had been done.

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THE NAVAL SIDE OF THE GREAT WAR: BRITISH SUCCESSES AND CASUALTIES.

PHOTOGRAPHS BY CORRIE, ILLUSTRATIONS BY CORRIE, ABRAHAMSON, L.N.A., AND TOPICAL.



1. THE "PATHFINDER" AVENGED: THE TORPEDOED GERMAN CRUISER "HELA."
2. AUSTRALIA'S LOST SUBMARINE: "A.E.1" RUNNING AT FULL SPEED ON THE SURFACE.
3. THE OFFICER WHO AVENGED THE "PATHFINDER": LIEUTENANT-COMMANDER MAX KENNEDY HORTON, OF SUBMARINE "E.9."
4. SILENCED BY SUPERIOR FORCE, BUT STILL DEFIANT: THE BRITISH LIGHT-CRUISER "PEGASUS."
5. "WELL DONE! YOU HAVE FOUGHT A FINE ACTION": THE AUXILIARY-CRUISER (CUNARD LINER) "CARMANIA."

Submarine "E 9" achieved our first British submarine success by sinking the German cruiser "Hela" off Heligoland on September 13.—Our first loss of a submarine was that of the Australian Navy Submarine "A.E.1," with 35 officers and men, as the result of an accident. On September 20 at Zanzibar the British light-cruiser "Pegasus" was attacked, while lying with disabled engines, by the heavily gunned German cruiser "Königsberg." The "Pegasus" was put out of action with a loss of 25 killed and

6. THE FIRST BRITISH SUBMARINE TO SINK AN ENEMY: "E 9" (IN THE CENTRE), THE DESTROYER OF THE "HELA."
7. COAST-WARFARE IN WEST AFRICA: THE ARMoured-CRUISER "CUMBERLAND."
8. DEFEATED AND SUNK BY THE "CARMANIA": THE GERMAN ARMED-LINER "CAP TRAFALGAR."
9. THE LEADER IN AN ARMoured MOTOR-CAR ACTION: COMMANDER SAMSON, R.F.C.
10. CAPSIZED IN PORTLAND RACE: THE OLD BATTLE-SHIP "FISGARD."
11. THE GERMAN CRUISER THAT ATTACKED THE "PEGASUS": THE CRUISER "KÖNIGSBERG."

80 wounded, but she refused to yield, and the "Königsberg" had to retire.—The German converted liner "Cap Trafalgar" was sunk by the auxiliary-cruiser "Carmania" off the coast of South America.—Commander Samson, R.N., performed a fine armoured motor-car feat by overpowering a Uhlan patrol. The cruiser "Cumberland," off German West Africa, has defeated attempts on her by local vessels with explosives.—The "Fisgard," an obsolete battle-ship, capsized in stormy weather in Portland Race.



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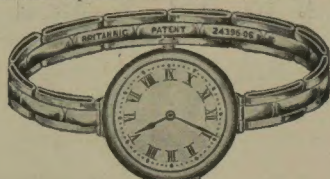
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THE CHRONICLE OF THE CAR.

Automobile
Lessons of the
War.

It may appear to be a little early to talk of the lessons the automobile engineer will learn from the war, but all the same I like the way the *Autocar* cheerfully discusses this, one of the comparatively minor issues of a colossal catastrophe. As that journal points out, one of the problems that has confronted the industry during the past few years, since the motor-car became a really reliable vehicle of locomotion, has been that of discovering or evolving a trial which would really test the vehicles concerned. Many of us—myself among the number—have argued that in order to really try out a car it would have to be put to a test to destruction. Nothing much less would achieve a result which would enable a true comparison to be made between the merits of any half-dozen or dozen really good cars.

The practically universal adoption of the motor-vehicle for all transport and war purposes, to the exclusion of the horse, will make this war a gigantic reliability trial. Every single class of motor-vehicle is concerned, from the heaviest of transport lorries down through the larger and smaller vehicles which we know as "pleasure cars," to the cycle-car and the motor-cycle. The reports of the mechanical transport sections of all the armies, the Staff histories of the war, and the stories of the motor-cycle scouts will be full of information on the strong and weak points of the self-propelled vehicle when exposed to the terrific stresses of modern campaigning; and if the store of accumulated knowledge, properly applied, does not result in a great all-round improvement when at last the industry has time to settle down to peace working again, then our designers and constructors are not the men we believe them to be. Never has the motor-vehicle been so universally on its trial. Compelled to run abnormal distances under the worst conditions, neglected as to its proper repair and maintenance, exposed to all sorts of weather conditions, the wonder is not that units have failed, but that any are left running. Yet we know that not only has the motor vehicle kept running, but that it has had enormous influence on the operations. In-

deed, even so far as the war has gone, it may safely be said that it has thoroughly justified itself, and that it is now as important a part of the organisation of a modern army as the field-gun or the rifle.

No Olympia
Show.

It is with regret that I hear the S.M.M.T. has, after all, decided to abandon the Motor Show. Until a very few days ago it seemed quite probable that the Society would have tried to keep the flag flying and would have extended the popular motto of "Business as Usual" to the Show. At its last meeting, however, the question of Show or no Show was debated at full length, and by a large majority it was decided that the answer to the question must be a negative one. At the time of writing

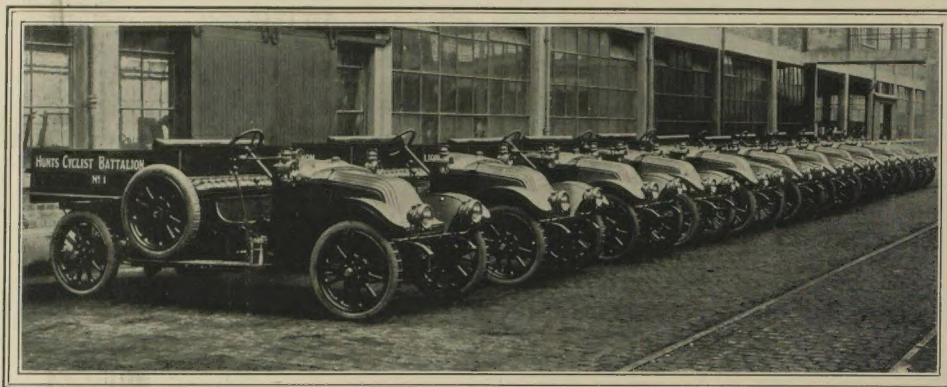
think it would have been worth while, for the reason that it would have helped to put fresh life into the agents and provincial traders, who seem, as a whole, to have got their tails down, if I may be allowed the expression. Moreover, the Show would have been a valuable intimation to neutral markets that the British motor trade is still carrying on, and is prepared to accept and execute orders. But it is no good crying over spilt milk—there will be no Show now.

Scottish Motorists
and the Red
Cross Society.

My friend the editor of the *Motor World* has asked me to voice his appeal to Scottish motorists resident in London and wherever *The Illustrated London News* circulates to subscribe to the funds of the Scottish Branch of the Red Cross Society. I have the

greatest pleasure in recommending the claims of this branch of the Society to those whom it may concern, not only because the cause for which money is needed is intrinsically a good one, but because it is only too probable that it will be called upon to work at high pressure before the end of the war. In the case of a big fleet action being fought in the North Sea, very many of the wounded—and the casualty list will be a long and grim one—will be landed in Scottish ports, and the resources of the Scottish branch will be strained to the utmost. I cannot reproduce the appeal in full, much as I should like to do so, for it is one of the finest I have read; but, so far as I am able, I would pass it on with the added word that there may be others than Scotsmen who would like to bear their share. Mr. J. Inglis Ker, editor of the *Motor World*, 73, Dunlop Street, Glasgow, will be pleased to receive and acknowledge subscriptions, which should be limited to sums not exceeding £1. W. WHITTALL.

Organisers of working parties making garments for the troops will find specially suitable Messrs. Horrockses' smooth, fine flannelettes, which are extremely light in weight, and warm and pleasant to wear. They shrink much less quickly than flannel if washed with common care. Horrockses' flannelettes at 6½d. a yard measure thirty-six inches wide, and do not harden in washing, as is often the case with flannel.



THE WHEEL AND THE WAR: ARROL-JOHNSTON VEHICLES FOR ACTIVE SERVICE.

The Hunts Cyclist Battalion has taken measures to ensure complete efficiency of equipment by having specially built for them the large fleet of 15-cwt. Arrol-Johnston vehicles shown parked and ready for delivery.

nothing has transpired save the bald and formal announcement that there will be no Show, so that I cannot say what were the final conclusions which operated in the reaching of this decision. Therefore, it is not for me to say that that decision is a wrong one on the facts. The Society is one of hard-headed business men who are dealing with their own interests, and must be presumed to know best in such a matter as this. Doubtless, the decision was arrived at very reluctantly. Indeed, that much I know for myself. However, I cannot help expressing the prevailing feeling that it is a thousand pities the Society was compelled to write off the Show. I do not suppose the general public would have taken a lot of interest in it, but even if it had resolved itself into a purely trade function I

Copy of a letter which appeared in the "Eastern Daily Press," Norwich, Aug. 20, 1914.

"SIR,

Ladies are being advised by various authorities that Shirts and other garments for our soldiers should be made of Flannel only, and that no Flannelette should be used. This advice appears to me open to question, for the following reasons: First, the expense. The Flannel generally used costs, I believe, from 1/- to 1/6 a yard, 3½ to 4 yards are required for a Shirt and 6 yards for Pyjamas; each garment, therefore, costing for material alone from 4/- to 8/-. Next, the difficulty in washing. Fine, good Flannel, in the hands of an experienced laundress may be kept soft and porous for some time, and need not shrink to any great extent; but thick Flannel, badly washed, not only shrinks enormously, but becomes hard and felt-like in texture, impervious to perspiration and thoroughly unhygienic.

"I suggest the use of

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at 6½d. to 8½d. a yard

as being better for the purpose, as well as cheaper. It wears splendidly, is improved by washing, shrinks far less than Flannel, and is more comfortable to wear. It also cuts to greater advantage, being 36 inches in width.

Yours faithfully,

EDITH G. WORLLEDGE."

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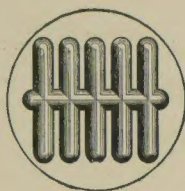
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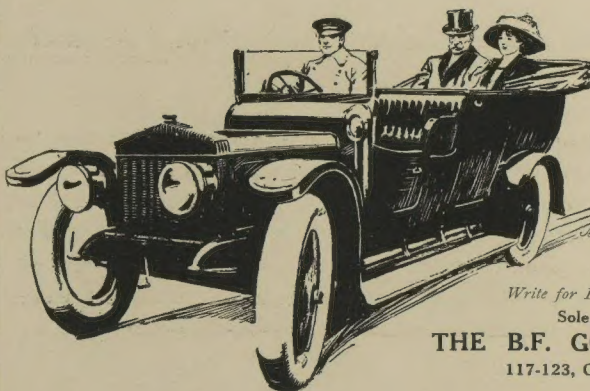
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“I feel sure that it will interest you to hear how satisfactorily the 12 h.p. 1912 Rover Car has behaved, which I got from you in November 1912, leaving my two-cyl. 12 h.p. Rover in part exchange.

“Since November 1912, this car has run 20,269 miles, and the engine has never been taken down. Only the valves, etc., attended to by myself (as I do not have a chauffeur).

“The only repairs which I have had to have attended to were a defective radiator, which you replaced for me free of cost early after purchase, and a new pin and bushing to near side front steering, which I had done in London. As my cost for repairs for 20,269 miles has been £1 5 0, this fact, I think, speaks for itself how your cars are made, and I have recommended them to many of my friends.

“Yours faithfully,

“F. TREVOR DAVYS.”

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WILLS AND BEQUESTS.

THE will (dated Dec. 9, 1912) of Mr. MYLES BURTON KENNEDY, of 118, Piccadilly, and Fairview, Ulverston, owner of the *White Heather*, who died on June 12, is proved, and the value of the property sworn at £255,563. Testator gives three gold yacht racing cups, a gold cup with a horse engraved thereon, the Royal Yacht Squadron King's Cup of 1909, a set of Battersea enamel for a dressing-case from the Hamilton Palace Collection, £10,000, and the contents of his town house up to £10,000, to his sister Marion; all his clocks, a Charles II. standing cup, a cup won by *White Heather I.* on the Clyde, and a set of six Battersea enamel candle-sticks to Reginald E. Dickson; a silver salver, being the Royal Victoria Yacht Club Challenge Cup, 1908, to Sir James Pender; a silver-gilt oval bowl, being the Commodore's prize in the Nore-to-Dover Race, to Miss Isabel Napier; an antique silver salver to each of his friends Major Richard Charteris, Colonel Barklie McCalmont, and Sir Bouchier Wrey; 100 of his pieces of Battersea Enamel to the Victoria and Albert Museum; his real estate in Lancaster to Nigel Kennedy; £5000 each to his cousin Myles Kennedy, his half-brother Lionel Scargill, and his half-sister Lilian Frances Strongithorn; £500 per annum each to Nigel Kennedy and Hugh Kennedy; and many legacies to friends and servants. The residue is to be held in trust for his sister for life, then for Myles Kennedy for his life, with remainder to Nigel and Hugh Kennedy.

The will (dated March 26, 1914) of Mr. JOHN SUTCLIFFE, of The Lee, Hebben Bridge, Yorks, who died on April 10, is now proved, the value of the property being £74,217 5s. 1d. Testator gives an annuity of £100 to his cousin Bessie Potter; and the residue to his wife for life, or widowhood, and subject thereto, to his step-daughter Anne Elizabeth Sutcliffe.

The will of SIR GEORGE HOWLAND WILLIAM BEAUMONT, Bt., of Coleorton Hall, Ashby-de-la-Zouche, who died on June 21, is proved by John Fisher Jesson, the value of the property being sworn at £3042. Subject to a legacy of £150 to the executor, the whole of the property is left to Mlle. Gabrielle Louise Liégard.

The will of Miss ADELA SOLARI, of De Walden Court, Cavendish Street, W., who died on Aug. 6, is proved, and the value of the property sworn at £40,814 2s. 8d. She gives £6000 to her nephew Charles Edwin Collard; £1000 each to Frederick G. Waley and Baroness de G. Villars; £200 to Northwood Rawlins; and the residue to her sister Mrs. Mary Galsworthy.

The following important wills have been proved—

Mr. Charles Lawler, 32, Leinster Road, Rathgar, Co. Dublin	£99,411
Miss Helen Jameson, Royal Edinburgh Asylum, Morningside	£95,692
Mr. Richard Burman, Houndsfield, Holly Wood, King's Norton, Worcs.	£92,960

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

REV. C. C. W. SUMNER.—If Black play 2. K to B 5th, how do you propose to mate next move?

A. M. SPARKE (Lincoln).—Your new problem is sound and good, and marked for early insertion.

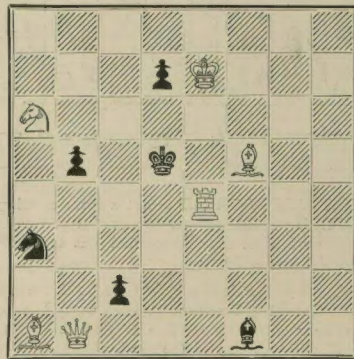
JULIA SHORT (Exeter).—The White King should stand at Q R 7th.

CORRECT SOLUTION OF PROBLEM No. 3663 received from Charles Willing (Atlantic City, N.J.); of No. 3666 from A. L. Payne (Kirkoswald), and W. Dittol Tjassens (Apeldoorn); of No. 3667 from W. H. Silk (Birmingham), Jacob Verrall (Rodenell), A. L. Payne, and F. J. Overton (Sutton Coldfield); of No. 3668 from Arthur Perry (Dublin), M. E. Onslow (Bournemouth), A. W. Hamilton Gell (Exeter), and A. L. Payne.

CORRECT SOLUTIONS OF PROBLEM No. 3669 received from H. Grasset Baldwin (Crowborough), E. J. Winter-Wood, A. H. Arthur (Bath), G. Stillingfleet Johnson (Cobham), J. Smart, Rev. J. Christie (Redditch), R. Owens (Liverpool), R. Worters (Canterbury), H. S. Brandreth (Sea View), and F. Wilkinson (Bristol).

PROBLEM No. 3671.—By J. STEWART.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3668.—By G. STILLINGFLEET JOHNSON.

WHITE

1. K to K 3rd
2. P takes P (ch)
3. Q takes P (mate).

BLACK

- P to Q 5th (ch)
- K to B 3rd

If Black play 1. K to B 3rd, 2. Q takes P, etc.; and if 1. P takes P, then 2. Q to R 3rd (ch), etc.

MISCELLANEOUS.

WE endorse with complete sympathy and all possible emphasis Her Majesty's urgent appeal for that practical and valuable war-benevolence, the Queen's "Work for Women" Fund. Her Majesty is an expert in the organisation of good works, and inaugurated the Queen's "Work for Women" Fund "in the firm belief that prevention of distress is better than its relief, and that employment is better than charity." The special object of this Fund is to provide employment for as many as possible of the women of this country who have been thrown out of work by the war. Queen Mary's appeal to the women of Great Britain to help their less fortunate sisters will not fall on deaf ears. From her childhood Her Majesty has worked for benevolent objects, and any undertaking which she inaugurates is sure to be well carried out. H.R.H. Princess Alexander of Teck and H.H. Princess Victoria of Schleswig-Holstein are Vice-Presidents of the Committee, Lady Crewe is its Chairman, and many other well-known ladies have joined the Committee. The Fund will be used to find employment, and will be administered by commercial advisers and other experts. All subscriptions and donations should be sent to the Honorary Treasurer, Foley House, 8, Portland Place, London, W., and all communications and inquiries concerning the work of the Central Committee on Women's Employment should be addressed to the Secretary, Wimborne House, Arlington Street, London, W.

As timely and serviceable a donation probably as any that has been received will be the generous supply of 1200 bottles of Scrubb's Ammonia that Messrs. Scrubb and Co. have given to the Red Cross Society.

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